

## Section 3. Overdue Aircraft

### 10-3-1. OVERDUE AIRCRAFT

a. Consider an aircraft to be overdue, initiate the procedures stated in this section and issue an ALNOT when neither communications nor radar contact can be established and 30 minutes have passed since:

#### NOTE-

*The procedures in this section also apply to an aircraft referred to as "missing" or "unreported."*

1. Its ETA over a specified or compulsory reporting point or at a clearance limit in your area.
2. Its clearance void time.

b. If you have reason to believe that an aircraft is overdue prior to 30 minutes, take the appropriate action immediately.

c. The center in whose area the aircraft is first unreported or overdue will make these determinations and takes any subsequent action required.

#### REFERENCE-

*FAAO 7110.65, Departure Restrictions, Clearance Void Times, Hold for Release and Release Times, Para 4-3-4.*

### 10-3-2. INFORMATION TO BE FORWARDED TO ARTCC

#### TERMINAL

When an aircraft is considered to be in emergency status that may require SAR procedures, or an IFR aircraft is overdue, the terminal facility shall alert the ARTCC and forward the following information, as available:

- a. Flight plan, including color of aircraft, if known.
- b. Time of last transmission received, by whom, and frequency used.
- c. Last position report and how determined.
- d. Action taken by reporting facility and proposed action.
- e. Number of persons on board.
- f. Fuel status.
- g. Facility working aircraft and frequency.
- h. Last known position, estimated present position, and maximum range of flight of the aircraft based on remaining fuel and airspeed.
- i. Position of other aircraft near aircraft's route of flight, when requested.

j. Whether or not an ELT signal has been heard or reported in the vicinity of the last known position.

k. Other pertinent information.

#### REFERENCE-

*FAAO 7110.65, Responsibility, Para 10-1-4,  
FAAO 7110.65, Emergency Situations, Para 10-2-5.*

#### NOTE-

*FSS's serve as the central points for collecting and disseminating information on an overdue or missing aircraft which is not on an IFR flight plan. Non-FSS ATC facilities that receive telephone calls or other inquiries regarding these flights shall refer these calls and inquiries to the appropriate AFSS/FSS.*

### 10-3-3. INFORMATION TO BE FORWARDED TO RCC

#### EN ROUTE

When an aircraft is considered to be in emergency status or an IFR aircraft is overdue, the ARTCC shall alert the RCC and forward the following information, as available:

- a. Facility and person calling.
- b. Flight plan, including color of aircraft, if known.
- c. Time of last transmission received, by whom, and frequency used.
- d. Last position report and how determined.
- e. Action taken by reporting facility and proposed action.
- f. Number of persons on board.
- g. Fuel status.
- h. Facility working aircraft and frequency.
- i. Last known position, estimated present position, and maximum range of flight of the aircraft based on remaining fuel and airspeed.
- j. Position of other aircraft near aircraft's route of flight, when requested.
- k. Whether or not an ELT signal has been heard or reported in the vicinity of the last known position.
- l. Other pertinent information.

#### REFERENCE-

*FAAO 7110.65, Responsibility, Para 10-1-4.  
FAAO 7110.65, Emergency Situations, Para 10-2-5.*

**NOTE-**

*FSS's serve as the central points for collecting and disseminating information on an overdue or missing aircraft which is not on an IFR flight plan. Non-FSS ATC facilities that receive telephone calls or other inquiries regarding these flights shall refer these calls and inquiries to the appropriate AFSS/FSS.*

**10-3-4. ALNOT****EN ROUTE**

a. In addition to routing to your regional office operations center, issue an ALNOT to all centers and Area B circuits, generally 50 miles on either side of the route of flight from the last reported position to destination. Include the original or amended flight plan, as appropriate, and the last known position of the aircraft. At the recommendation of the RCC or at your discretion, the ALNOT may be issued to cover the maximum range of the aircraft.

**NOTE-**

1. An ALNOT must be issued before the RCC can begin search and rescue procedures.

2. Flight plan information on military aircraft is available at the FSS serving as a tie-in station for the departure or destination airport. FAA tie-in stations for airports in the continental U.S. are listed in the location identifiers handbook. In the Western-Pacific Region, tie-in stations are listed in regional publications entitled, "Flight Plan Routing and Airport Search Directory." For flights with overseas departure points, the information is available through the destination FSS or the appropriate IFSS.

b. Upon receipt of an INREQ or ALNOT, check the position records to determine whether the aircraft has

contacted your facility. Notify the originator of the results or status of this check within one hour of the time the alert was received. Retain the alert in an active status, and immediately notify the originator of subsequent contact, until cancellation is received.

**10-3-5. RESPONSIBILITY TRANSFER TO RCC****EN ROUTE**

Transfer responsibility for further search to the RCC when one of the following occurs:

a. Thirty minutes have elapsed after the estimated aircraft fuel exhaustion time.

b. The aircraft has not been located within one hour after ALNOT issuance.

c. The ALNOT search has been completed with negative results.

**10-3-6. AIRCRAFT POSITION PLOTS**

Plot the flight path of the aircraft on a chart, including position reports, predicted positions, possible range of flight, and any other pertinent information. Solicit the assistance of other aircraft known to be operating near the aircraft in distress. Forward this information to the RCC or the ARTCC as appropriate.

**10-3-7. ALNOT CANCELLATION****EN ROUTE**

Cancel the ALNOT when the aircraft is located or the search is abandoned.